

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Please amend the claims as follows:**

1. (Currently Amended) A steering lock device comprising:  
a key cylinder which has a key rotor rotated by a key, and which is accommodated within a lock body mounted to a steering column of a vehicle; and

a gear accommodated within said lock body which rotates integrally with the key cylinder and which is disposed at a steering shaft side of said cylinder;

a lock bar accommodated within the lock body, and moved, by rotation of the key rotor and said gear, between a locking position at which the lock bar locks a steering shaft, and an unlocking position at which the lock bar cancels the locking,

wherein the lock bar is offset parallel to a central axis of the key cylinder, and is disposed at a key cylinder side along the central axis of the key cylinder, and

wherein most of a length of said lock bar overlaps said key cylinder and said gear when said lock bar is in said unlocking position.

2. Cancel

3. (Currently Amended) The steering lock device of claim [2] 1, wherein an ignition switch, which is operated by the gear which rotates integrally with the key rotor, is provided at a side of the key cylinder which side is opposite the lock bar along a vehicle longitudinal direction.

4. (Currently Amended) The steering lock device of claim 1, wherein the lock bar is connected to the key rotor through said gear so as to reciprocate between the locking position and the unlocking position in accordance with rotation of the key rotor.

5. (Currently Amended) The steering lock device of claim 1, wherein ~~a gear, which rotates integrally with the key rotor, is provided at a steering column side end of the key rotor, and the steering column side end of the key rotor and a proximal end of the lock bar are connected via a connecting member which includes the gear.~~

6. (Original) The steering lock device of claim 5, wherein the lock bar is urged toward the steering column.

7. (Original) The steering lock device of claim 6, wherein, when the key rotor rotates to an operation start position, due to the connecting member, the lock bar moves to the unlocking position at a side opposite the steering column along a direction of the central axis of the key cylinder, and is held at the unlocking position against urging force.

8. (Original) The steering lock device of claim 6, wherein, when the key rotor rotates to an operation stop position, holding of the lock bar at the unlocking position by the connecting member is cancelled, and the lock bar moves to the locking position at a steering column side along a direction of the central axis of the key cylinder by urging force, and is held at the locking position by urging force.

9. (Currently Amended) The steering lock device of claim 5, wherein the steering column side end of the key cylinder and the proximal end of the lock bar overlap one another when said lock bar is in said unlocking position when viewed in a direction orthogonal to the central axis of the key cylinder.

10. (Currently Amended) A steering lock device comprising:  
a key cylinder which has a key rotor rotated by a key, and which is accommodated within a lock body mounted to a steering column of a vehicle; and  
a gear accommodated within said lock body on a steering shaft side of said key cylinder that rotates with said key cylinder;

a lock bar accommodated within the lock body, and moved, by rotation of the key rotor, between a locking position at which the lock bar locks a steering shaft, and an unlocking position at which the lock bar cancels the locking,

wherein the lock bar is offset parallel to a central rotational axis of the key cylinder and is disposed over a side of said key cylinder,

the lock bar is connected to the key rotor via a connecting member, so as to reciprocate between the locking position and the unlocking position in accordance with rotation of the key rotor, and

the key cylinder and the lock bar at least partially overlap one another when said lock bar is in said unlocking position when viewed in a direction orthogonal to the central rotational axis of the key cylinder, and most of a length of said lock bar overlaps said key cylinder and said gear in said unlocking position.

11. Cancel

12. (Original) The steering lock device of claim 11, wherein an ignition switch, which is operated by the gear which rotates integrally with the key rotor, is provided at a side of the key cylinder which side is opposite the lock bar along a vehicle longitudinal direction.

13. (Original) The steering lock device of claim 10, wherein a gear, which rotates integrally with the key rotor, is provided at a steering column side end of the key rotor, and the steering column side end of the key rotor and a proximal end of the lock bar are connected via a connecting member which includes the gear.

14. (Original) The steering lock device of claim 13, wherein the lock bar is urged toward an interior of the lock body.

15. (Original) The steering lock device of claim 14, wherein, when the key rotor rotates to an operation start position, due to the connecting member, the lock bar moves to the unlocking position at a side opposite the steering column along a direction of the central axis of the key cylinder, and is held at the unlocking position against urging force.

16. (Original) The steering lock device of claim 14, wherein, when the key rotor rotates to an operation stop position, holding of the lock bar at the unlocking position by the connecting member is cancelled, and the lock bar moves to the locking position at a steering column side along a direction of the central axis of the key cylinder by urging force, and is held at the locking position by urging force.

17. (Currently Amended) A steering lock device comprising:  
a key cylinder which has a key rotor rotated by a key, and which is accommodated within a lock body mounted to a steering column of a vehicle; and

a lock bar accommodated within the lock body, and moved, by rotation of the key rotor, between a locking position at which the lock bar locks a steering shaft, and an unlocking position at which the lock bar cancels the locking,

wherein the lock bar is offset parallel to a central rotational axis of the key cylinder and is disposed over a side of said key cylinder,

the lock bar is connected to the key rotor via a connecting member which includes a gear located at a steering shaft end of the key cylinder which rotates integrally with the key rotor, such that the lock bar moves parallel between the locking position and the unlocking position in accordance with rotation of the key rotor, and the gear [is] being supported directly at the lock body, wherein the key cylinder and the lock bar at least partially overlap one another when said lock bar is in said unlocking position when viewed in a direction orthogonal to the central axis of the key cylinder, and most of a length of said lock bar overlaps said key cylinder and said gear when viewed in said direction.

18. Cancel

19. (Original) The steering lock device of claim 17, wherein an ignition switch, which is operated by the gear, is provided at a side of the key cylinder which side is opposite the lock bar along a vehicle longitudinal direction.

20. (Currently Amended) The steering lock device of claim 17, ~~wherein the gear is provided at a steering column side end of the key rotor, and the steering column side end of~~ the key rotor and a proximal end of the lock bar are connected via a connecting member which includes the gear.